

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

File #844

1 NAME

HISTORIC

AND/OR COMMON

Roland House**2 LOCATION**

STREET & NUMBER

1/2 mile south of Pilettown

CITY, TOWN

No Pilettown☒ VICINITY OF

STATE

Maryland

COUNTY

Cecil**3 CLASSIFICATION**

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

☐ DISTRICT☐ PUBLIC☒ OCCUPIED☐ AGRICULTURE☐ MUSEUM☒ BUILDING(S)☒ PRIVATE☐ UNOCCUPIED☐ COMMERCIAL☐ PARK☐ STRUCTURE☐ BOTH☐ WORK IN PROGRESS☐ EDUCATIONAL☒ PRIVATE RESIDENCE☐ SITE☐ PUBLIC ACQUISITION☐ ACCESSIBLE☐ ENTERTAINMENT☐ RELIGIOUS☐ OBJECT☐ IN PROCESS☒ YES: RESTRICTED☐ GOVERNMENT☐ SCIENTIFIC☐ BEING CONSIDERED☐ YES: UNRESTRICTED☐ INDUSTRIAL☐ TRANSPORTATION☐ NO☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Glen Rowland

Telephone #: 378-4611

STREET & NUMBER

CITY, TOWN

Conowingo☒ VICINITY OF

STATE, zip code

Maryland 21918**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,
REGISTRY OF DEEDS, ETC.Clerk of the Circuit CourtCecil County CourthouseLiber #: WAS 93Folio #: 377

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Rowland House c. 1877-1900 is a 2 story frame house located on Old Conowingo Road just south of Pilot Town Cross-roads. The house has a north south gable orientation with the main facade facing west. According to the owner the house was moved from across the street.

This is another example of the ^{2 story} frame house, 3 bays across by 1 bay deep that make up the majority of the older housing in this immediate area. They were undoubtedly built when the area became profitable with the Feldspar and Chrome Mines and then later when the Conowingo Dam was constructed in the 1920's.

This structure is not unlike the others in that it has had various shed additions connected to it. It is also sheathed with aluminum siding and fairly well striped of its earlier details.

The house does rest on an uncoursed stone foundation. A few 6/6 sash remain in the main block. The chimney has been removed along with most of the other 19th century characteristics.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The house alone, like most of the houses on this street, are in themselves very insignificant, but as a whole explain to some extent what went on in the area in the mid to late 19th century.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY

VERBAL BOUNDARY DESCRIPTION

1. The fact that no one has ever been able to find a single example of
 a single letter from the "Klan" which would show a connection with the
 actual act of the act in any way is not a sufficient basis for a conviction
 of the fact that the "Klan" is a real organization. (Exhibit 109)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Paul B. Touart

ORGANIZATION

Cecil County Committee

STREET & NUMBER

Cecil County Courthouse

CITY OR TOWN

Elkton

DATE _____

7/25/78

TELEPHONE

~~398-7568~~

STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Pilot Town

CE- 840, 842, 843, 844, 845 (log house), 846, 847(school no. 3), 848, 849(store),
 850, 851, 852, 853(Johnson Victorian), 854, 855, 856, 857, 858, 859, 860,
 861, 862, 863.

Pilot Town owes its existence to two primary reasons. The first is the 19th Century mining activity in the area and the second is the shift of the Susquehanna crossing from the Bald Friar ferry to the town of Conowingo. The road from Pennsylvania to the Bald Friar ferry passed west of the present Pilot Town crossroads. It is obvious that this route predated any other southerly route in the vicinity especially since the earlier farms and houses are oriented to it. St. Patrick's Church (CE-834), Pembroke Farm (CE-836), Moore-Love log house (CE-845), and the Fulton-Alexander House(CE-841) all date from before the mid 19th Century and stand near or next to the earlier route. Due to the treacherous decent to the ferry and easier access at Conowingo a covered bridge was built across the Susquehanna at Conowingo, which eclipsed activity at Bald Friar. With the construction of a bridge at Conowingo a more direct southerly route from Pennsylvania was needed, which necessitated an easterly shift in travel. It amounted to a difference of a few hundred yards but was enough to form an intersection with the east/west Mount Pleasant road. Continued interest in the mining of feldspar, soapstone, and gravel in the mid 19th Century brought more development and change. Pilot Town was a definite result of these two factors and the mid to late 19th Century housing that exists today is ample evidence for this occurrence. Pilot Town supported a local market till the early 20th Century (CE-849) and its own school (CE-847) till about the same time.

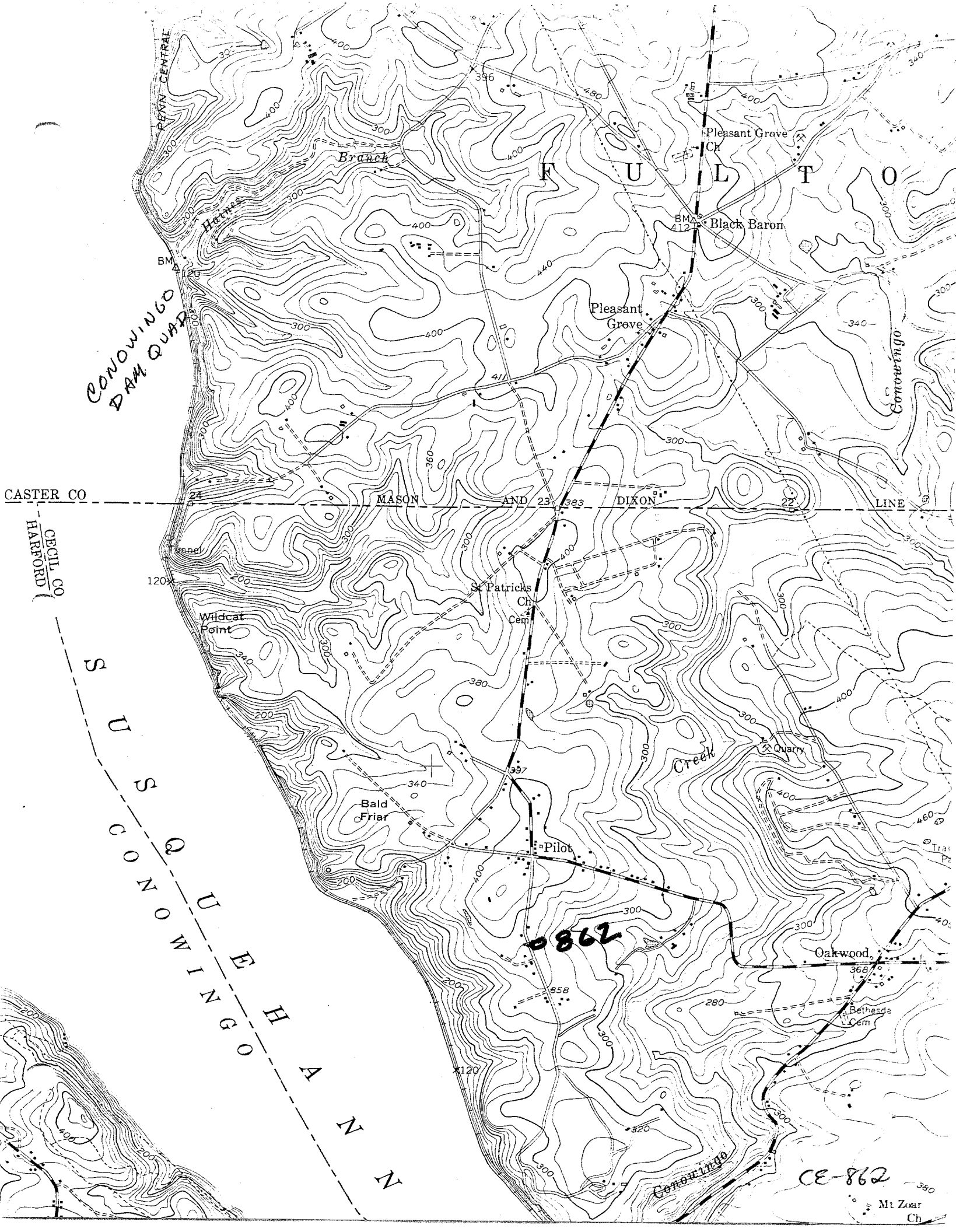
The houses that make up Pilot Town are traditional two^{story} frame structures that one sees throughout Cecil County. (see CE-840, CE-842, CE-844, CE-846,

Pilot Town

2

CE-848, CE-851, CE-852, CE-853, CE-854, CE-855, CE-856, CE-857, CE-858, CE-859, CE-860, CE-861, CE-862, CE-863) The structures are basically

plain straightforward buildings that are typical houses for workers in a mining area. This is not to say that the previous agricultural life of area was replaced by the mines. The farming community continued as it had since the late 18th Century but now alongside mining operations that brought Irish immigrants in the early 19th Century.





CE- 862

Rowland House
Northwest Elevation
Pilot Town, MD.

PBT 7/78
NEG. / MD. INST. TRUST